CLASSIFICATION SECRET ~~SECRET~~

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X

COUNTRY Hungary

DATE DISTR. 16 Jul 51

SUBJECT Szolnok Airfield

NO. OF PAGES 11

25X1

NO. OF ENCLS. 5 (LISTED BELOW) (A), (B), (C), (D) + (E)

SUPPLEMENT TO REPORT NO.

THIS IS UNEVALUATED INFORMATION

25X1

25X

1. The only means of access to the airfield was provided by road, which branched off from the main highway Szolnok-Rakocszifalva. There was no railway in the vicinity of the field, but a government bus line provided transportation from the city of Szolnok to the airfield. The buses ran every two hours, from 0600 until 2200. On Saturdays and Sundays they ran until 2400.

2. Normally, the aircraft were parked as follows:

   (a) Twelve IL-10 aircraft were parked in the area shown as Point #6 on Enclosure (B).

   (b) One DC-3 (LI-2) aircraft was parked 100 meters north-east of the IL-10 aricraft parking area.

   (c) Six Arado-96 aircraft were parked along the south-eastern side of apron.

   (d) Six Arado-96 aircraft were parked in Hangar No 1.

   (e) Sixteen Yak-18 aircraft were parked in Hangar No 1.

   (f) An unknown number, probably two or three, of IL-10 aircraft were parked in Hangar No 2. These aircraft were grounded because of missing parts.

   (g) Five Zlin aircraft were parked in Hangar No 2 also.

   (h) Seven defective Yak-9 aircraft were stored in Hangar No 1. Three of these aircraft were without engines. Two were grounded because bronze particles from the engine crank shaft bushings were found on the oil screen. Two others were grounded because of lack of instruments and other spare parts.

25X1 [redacted] air raid dispersal practice took place once or twice a month, upon specific orders from the Home Defense Ministry in Budapest. These orders were received either by special telephone line or by teletype. These practices always took place between 2300 and 2400 hours. It took at least one hour to have the aircraft properly dispersed. The procedure for aircraft dispersal was as follows. The Yak-9 aircraft on flying status were taxied from Hangar No 1 to the start line shown in Point #16, Enclosure (B), facing towards the southeast. They waited on the ground, in flight formation at about 20

CLASSIFICATION SECRET ~~SECRET~~

STATE	X	NAVY	X	DISTRIBUTION
ARMY	X	AIR EV	X	Ofc. X FBI X

FORM NO. 51-4D JAN 1951

(20)

25X

meter intervals for further orders. They were in "first degree of readiness" (Elso Foku Keszultseg), which consisted of the engine being warm, but not running, the pilot in the cockpit with the radio turned on. The Zlin aircraft were either pushed manually or taxied from Hangar No 2. to the area shown as point #47, Enclosure (B). They were lined up facing towards the southwest, spaced at 10 meter intervals. During the practice alert these aircraft were kept in "second degree readiness" (Masod Foku Keszultseg) which consisted of having the engines warm and the pilot waiting in the immediate vicinity of the aircraft for further orders. The Yak-18 aircraft were either pushed manually or taxied from Hangar No 1 to the area shown as Point #48, Enclosure (B). They were staggered, at about 10 meter intervals, forming two lines, facing in a south-eastern direction. During the practice alert, these aricraft were also kept in second degree readiness. The IL-10 aircraft, normally parked in area denoted as Point #6, Enclosure (B), were left in the same area during the practice alert, merely being staggered at about 20 meter intervals. During that time, these aircraft were kept in "third degree readiness" (Harmad Foku Keszultseg) which consisted of the mechanics and guards standing by for further instructions. The DC-3 (LI-2) was left in its normal parking area in a third degree state of readiness. The Arado-96 parked in the area denoted as Point #11B, Enclosure (B), were left in the same area during practice alerts. During that time they were staggered at approximately 10 meter intervals and kept in a third degree state of readiness. During the practice alerts the dispersal areas denoted as Points #46, 47 and 48 above were connected with the headquarters by field-telephones. All aircraft not on flying status were left in the hangars during practice alerts. The signal for the beginning and ending of the air-raid practice alert was a continuous siren blast of about five minutes. Five minutes after the siren stopped, all the lights on the airfield were turned off. Personnel not assigned to the aircraft dispersal points, namely the guards and pilot-students, were deployed along the western and northeastern borders of the airfield. At that time only the guard personnel were armed either with rifles or sub-machine guns. It took about two hours after the beginning of practice alert to bring all the officers living in the city of Szolnok to the airfield. For this purpose, two buses were dispatched to Szolnok from the airfield. There were always enough pilots and maintenance personnel on the airbase to take care of the aircraft dispersal phase of the practice alerts. Enough fire department personnel were also available at the airfield for these practices.

3. The radio installation at the airfield consisted of three antennae suspended by three metallic masts, about 20 meters high. They were spaced in a triangle, at 30 meters intervals. A small brick building, 10x10 meters and four meters high, was located in the middle of the triangle formed by the masts. This installation was located about one kilometer northwest from the airfield gate. I believe that this was both a transmitting and receiving station. One radio-truck was used on the airfield for flight operations which had both transmitting and receiving apparatus. Electric power was supplied from Szolnok. There was no emergency power station on the airfield. There were no night-landing aids, such as airfield or runway markers or searchlights and no night flying operations were undertaken at that airfield. One green flare signified the beginning of flight operations and one white flare the end of operations. Red flares were used during emergency landings. I estimate that if enough repair facilities were available, this airfield could accomodate approximately 120 fighter and/or ground attack type aircraft. The field was about 90% operational. Facilities for major repair or assembly were not available and only engine, propeller, landing gear changes and routine maintenance work were accomplished. There was a shortage of tools and an acute shortage of special ones. Most of the tools were of Soviet origin while the special tools were of German origin. For major repair work the aircraft were sent to the Szekesfehervar (47°09'N - 18°25'E) repair depot. Routine inspection of aircraft was accomplished prior to each flight, after flight, after five hours of flying time, 10 hours, 25 hours, 50 hours, and 100 hours of flying time. The engines were changed every one hundred hours. The old engines then were sent to Szekesfehervar for major overhaul. The engines (VK-107A) on the Yak-9 developed trouble after forty hours of operation. The aircraft frame was inspected after 200, 300 and 400 hours of flight. The landing gears were inspected after each 100, 150, 200, 250 and 300 landings and were given a major overhaul. The oil used in the Yak-9, the Yak-11 and the IL-10 aircraft engines had to be changed every five hours of operation because of its rapid loss of viscosity. The oil was of Soviet origin. Used oil was sent back to the USSR for reclaiming.

25X

4. There were no antiaircraft artillery units at this airfield and I know of no aircraft warning devices.

5. The fuel and oil supplies at the airfield were adequate. No shortages developed which interfered with flight operations. The fuel and oil were rationed, however, and each squadron was issued a certain quantity per month. In case a squadron used its quota of fuel and oil before the end of the month it had to stop operations until the beginning of next month when it received its new quota of fuel and oil. The aircraft were refueled from trucks. There were two fuel trucks, each with a capacity of 3600 liters. One truck carried 95 octane gasoline which was used by Yak-9, IL-10 and DC-3 (LI-2) aircraft and another truck carried 87 octane gasoline which was used by Yak-11, Yak-18, Zlin and Arado-96 aircraft. The 72 octane gasoline was used only for conservation of engines. The water on the airfield was obtained from an artesian well. It was warm (24°C) and had a sulphur-like taste.

6. This airfield can be used as a year-around base with the exception of rainy days when the landing field becomes muddy, and during March, when the snow is melting. During winter time, the snow is usually about 10 cm high. The temperature in winter time averaged 15°C; maximum cold was 20°C. The winds speed was 15-20 m/second; maximum speed, during a storm was 30-35 m/second.

7. The airfield was a Hungarian Air Force installation, run entirely by military personnel. The main Hungarian Air Force pilot school was located here. The flying school was known under the name, "Killian Gyorgy Repulo Hajozo Tszti Iskola" (George Killian Pilot - Navigators' Officers' School). The primary phase of flying training was undertaken here, while the advanced phase was completed at Kecskemet airfield. The headquarters of the flying training section of Hungarian Air Force were located at the field. Lt Col Laszlo Huba was in charge of all training in the Hungarian Air Force. His title was "School Commander" (Iskola Parancsnoka). Lt Col (fnu) Zhigarov was the Soviet advisor assigned to the school's political officer. (Iskola Politikai Tiszt). The following officers were Huba's deputies: Capt Josef Mezolaky was the operations officer for both Szolnok and Kecskemet airfields. His main office was at Kecskemet and his title was "School's Flying Commander" (Iskola Repulesi Parancshoka). Lt Col Istvan Emmerling was in charge of the school and airfield administration. He took care of the training schedules, quarters and rations for the military personnel, supply of armament for personnel, fire drills and air-raid alert practices. His title was "School's Cadre Commander" (Iskola Torzs Parancsnoka). Capt Janos Gonda was in charge of the G H Section, taking care of the finances (including military personnel) and quartermaster supplies. His title was "School's Supply Officer" (Iskola Eleimezesi Tiszt). Maj Pal Kiss was in charge of ground training and athetics for the military personnel. His title was "School's Military Training Officer" (Iskola Katanai Gyakorio Tiszt). Maj Lajos Mihalyfi, was the school's engineering officer (Iskola Mernok) and was in charge of aircraft maintenance. Lt (Sr Grade) Janos Varjas was communications officer in charge of the radio, telegraph, telephone, and teletype installations of the airfield and aircraft radio and electrical systems and instruments. His title was "School's Special Engineer" (Iskola Kulonleges Mernok) Lt (Sr Grade) Janos Gaspar was in charge of supply and maintenance of aircraft armament and maintenance of personnel armament. His title was "School's Armament Engineer" (Iskola [illegible] gyver Mernok). The Szolnok flying school began operations in June 1949. The first class of 60 students which started training at that time graduated in May 1950. They were then transferred to Kecskemet for further training with Yak-9 and IL-10 aircraft as fighter and ground attack piots. [redacted] after finishing the specialized training at Kecskemet, half of the students were sent to Tokol airfield as fighter and ground attack pilots and half to Veszprem airfield as pilots of the ground attack regiments. The second class began training [redacted] at Szolnok.

25X1

25X

8. All of the students in this first class had to be graduates of OMRE (civilian flying clubs under state supervision). These civilian flying clubs were known as "Orszagos Magyar Repulo Egyesulet" (Hungarian National Flying Clubs), which used glider and engine powered aircraft (Zlin and Bucker Jungmann) for training

25X

in all large cities for both boys and girls, 12-20 years old. This organization was under the Home Defense Ministry and the training was supervised by the Hungarian Air Force which provided the instructors. After about eight hours of glider training the OMRE student started training in engine powered aircraft. Normally, the training for the pilots would last eight months; three months of theoretical training, two months of flying, followed by written and practical tests at Szolnok, and three months advanced training at Kecskemet. However, because of shortage of aircraft, the training period might be extended to one year. All the instructors were military personnel. Courses were given in the following: political course, fuselage structure, engines, aerodynamics, navigation, instruments, armament, radio operation, air combat tactics, ground combat tactics, anti-aircraft defense, types and characteristics of armored vehicles, military drill, target firing (with rifle and pistol), mathematics, geography, history, Russian, athletics and parachute packing. At the end of the theoretical training period, the flying training phase started. The student pilots were trained in Yak-18 aircraft. The navigation students, whose theoretical and practical training lasted one year, were trained with Zlin and DC-3 aircraft. Training took place during favorable weather. Flying started in the morning at about 0900 hours and lasted until 1600 hours. No flying training was undertaken on Saturdays, Sundays and Mondays; Mondays were reserved for aircraft maintenance. Sixteen Yak-18 aircraft were used for pilot training; five Zlin and one DC-3 aircraft were used for navigator's training. Each aircraft had one pilot instructor. The first phase of training was done above the airfield area only. As the students became more proficient, formation flights were undertaken with the Yak-18.

9. Parachute jump training had to be completed by all students, including navigator students. The DC-3 (LI-2) aircraft was used for this purpose. Each man made one practice jump each month. Jumps were made in groups of six from approximately 12 hundred meters altitude; the total number of occupants were 18. The jumpers were equipped with both regular and chest parachutes. The regular parachute opened by a cable attached to the aircraft. The parachute which were made of raw silk were of Soviet manufacture. The speed at which the jumper fell after the parachute opened was 8-10 meters/second. There were no failures of parachutes as far as I know.

10. In December 1950, the 12 IL-10 aircraft at the field were in good condition but in storage (pickled) status. Their engines had an average of 60 hours operation. The aircraft were painted dark green on the upper surface and sky blue on the bottom surface. They had the Hungarian Air Force red star insignia on the fuselage and a large yellow painted number. The manufacturer's serial number of six or seven digits painted black was located under the horizontal stabilizer. Each month the pickling fluid was changed in the engines and every three months these aircraft were flown for about half hour in order to check on performance. If the engine was in good condition it was re-pickled; otherwise it was sent for overhaul, or repaired. Every 10 days the propellers were rotated five or six times by hand in order to lubricate the cylinder walls. The one DC-3 (LI-2) aircraft, was in flying status. In December 1950, the engines' time was about 70 hours. This aircraft [redacted] 25X

25X1 [redacted] was painted dark green on the upper surface and sky blue on the bottom. The twelve arado-96 aircraft were not on flying status. Six of them, parked outside were in storage (pickled), while the other six were parked in Hangar No 1. These aircraft were brought in February 1949. The engines had an average of 80-90 hours flying time. These aircraft were painted light gray [redacted] 25X

25X1 [redacted] 25X

The Arado-96 aricraft was a two seat trainer, constructed of metal with the exception of the movable surfaces which were canvas. The main landing gears were retractable and operated electrically. A hand-operated hydraulic emergency system was also available. The tail wheel was non-retractable. The wing span was about 12 meters. The fuselage including the engine section, was about 14 meters long. The "Argus" engine had 12 cylinders in line and was air-cooled. It was started electrically or mechanically. The maximum diving speed at full power was 720 kilometers per hour. Maximum level flight speed was 320 kilometers per hour. The fuel capacity, contained in two wing tanks and one center section tank, was 280 liters. The aircraft used 87 octane fuel. It could fly for one and a half hours at cruising speed before

25X1 [redacted] 25X

being refueled. This aircraft was armed with one machine gun, on top of the engine section, synchronized with the propeller. A gun-camera was installed on the right upper side of the engine section. The wooden propeller had two blades, and was an adjustable pitch type. The 16 Yak-18 aircraft were also on flying status. These aircraft were relatively new, manufactured in the USSR in 1950 and they arrived at Szolnok in September 1950. In December 1950, the average engine time of these aircraft was 30-40 hours. These aircraft were painted light green [redacted] 25X1 [redacted] 25X The Yak-18 had part metal and part canvas fuselage. The stationary surfaces were metallic while the movable ones were of canvas. The main landing gears were retractable partly to the rear, and were operated by compressed air. The tail wheel was non-retractable. The wing span was about 10 meters. The fuselage, including the engine section was about 11½ meters long. The engine was air-cooled in the five cylinders, started by compressed air. The metal propeller had a fine blade and was automatic adjustable pitch type. The maximum diving speed at full power was 600 kilometers per hour. Maximum power level flight speed was 260 kilometers per hour. The fuel was contained in two wing and one center section tanks. The aircraft could fly for about 2½ hours at cruising speed before being refueled. It used 87 octane gasoline. The five Zlin aircraft also were on flying status. These aircraft arrived from Czechoslovakia in February 1949. They were painted light gray [redacted] 25X1 [redacted] 25X The seven Yak-9 were grounded because of defective parts. They had an average of 35-40 hours of flight and arrived from USSR during the latter part of 1949. They were painted sky blue and had one or two digits painted red on fuselage [redacted] 25X1

11. During December 1950, the only civilian employees at the airfield were 200 office workers. There were about 40 aircraft and engine mechanics as follows: about 20 chief mechanics (officers) and 20 mechanic's helpers (enlisted men) and there were approximately 20 specialists (radio, instrument, armament, electric, photography, parachute riggers). Working hours for the aircraft maintenance personnel varied. In summer, the working day started at 0300 hours and in winter at 0600 hours.

12. Each gate at Szolnok was guarded by one military guard, armed with a Soviet 7.62 mm tommy gun. The north-northwestern section of the barbed wire fence was patrolled by one guard armed with one 7.62 mm Soviet rifle. All these guards were on duty 24 hours a day with three shifts changing every two hours. They were dressed in regular Hungarian Air Force uniforms. There were no guard towers or searchlights in the airfield area. The discipline and morale of guards seemed only fair. Everyone entering the airfield area had to show a pass. An additional pass was required from persons entering the areas southeast of the gate.

13. There was only one fire truck at the airfield, which was parked in a garage. It had a three thousand liter container filled with a type of foam liquid. Six firemen, including the driver were assigned to this fire truck. The total number of firemen was approximately 10. They were all graduates of the Budapest firemen's course and all were military personnel. About three were alerted at night. The hangars and shops were equipped with fire extinguishers. There were about 10 in each hangar and three in each shop. The living quarters and offices were not equipped with fire extinguishers. In the hangar areas five two-wheel carts were equipped with three 20 liter containers with foam liquid. There were fire hydrants in front of each building except the hangars.

14. There was no camouflage practice at the airfield. Only the pilot and navigator students were given chemical warfare training which included gas mask drills. German rubber gas masks were used.

/The points hereunder refer to sketch, Enclosure (A)/

Point #1. The main Szolnok airfield, located about six kilometers southeast from the center of Szolnok city. Aproximate coordinates are 47° 10'N - 20°11'E.

25X

Point #1A. Body of water (See Point #44 Enclosure B).

Point #2. The Szolnok - Rakoczifalva highway, (Coords 47°05'N - 20°14'E) constructed of concrete, about six meters wide and in poor condition.

Point #2A. Gravel-covered road leading to the airfield, about five meters wide.

Point #3. The village of Rakoczifalva, population of about three thousand, main occupation is farming.

Point #4. Earth embankment, about four meters high and three meters wide. It was erected to prevent flooding of Rakoczifalva by the Tisza river during spring and autumn. This embankment was also used as a foot path.

Point #5. Auxiliary landing area used by aircraft from the main Szolnok airfield. Two glider planes (D-Pilis type) were stationed there. These gliders belonged to the civilian air club (OMRE) located in Szolnok. This grass covered landing area about four kilometers long and two kilometers wide.

Point #5A. Swampy area, used by Soviet armored unit for training. This unit was stationed on the northwestern outskirts of Czegled (47°10'N - 19°48'E).

Point #5B. Weather-beaten, dark brown hangar, constructed of wooden planks. It is about 15 meters long, 10 meters wide and five meters high, including the black tarpaper-covered low gabled roof. It had a wind sock, white and red circles, on the top of the roof.

Point #6. Budapest - Szolnok - Debrecen (47°32'N - 21°38'E) highway. Concrete, about eight meters wide and in good condition. This highway was built on an earth embankment about five meters high.

Point #7. A bridge leading from the junction of Debrecen highway with Szolnok - Rakoczifalva road to the Tisza river. This bridge was a reinforced concrete construction resting on approximate 12 reinforced concrete supports. Each individual support was about 2 x 6 meters at the top, and 3 x 10 at the ground level. The distance from the base of the pillars to the bridge was about eight meters. The bridge was 200 meters long and six meters wide. There was a 1.20 meter high metal railing along both sides of the bridge. The surface of the road along the bridge was covered with granite stones with the spaces filled in with tar. There were 15 meter intervals between the bridge supports. The bridge was called the "One hundred Feet Bridge" (Szaz Labu Mid)

Point #8. The Tisza River Bridge: A single arch, metal truss construction resting on three reinforced concrete supports spaced about 35 meters from each other. This bridge was joined to the bridge, described above, on the left bank of the river. The river was about 150 meters long. The width of the bridge was eight meters. The bridge supports were about 4 x 8 meters at the bridge level, and 6 x 12 meters at water level. The distance from water level to bridge was about 20 meters in summer time and about 12 meters where the water level was highest during spring and fall. The bridge surface was concrete. There was an iron railing 1.20 meters high on both sides of the bridge.

Point #9. City of Szolnok, population of about 50 thousand. A sugar factory was located there. It was a rail center on the Budapest - Debrecen - Sotia main rail trunk.

25X

Point #10. The Budapest - Cegled Szolnok Debrecen (and Bekes Csaba) Rail Line. Standard European double track.

Point #11. Railroad bridge which had a single arch and was of metal construction.

Point #12. Point where the Szolnok - Debrecen highway passes under the railroad.

Point #13. The Tisza River

Point #14. Point where the Budapest Cegled - Szolnok highway passes under the Budapest - Ujszasz - Szolnok railway (Coords 47°18'N - 20°05'E).

Point #15. Double track standard European gauge railroad, Budapest - Ujszasz - Szolnok.

Point #16. Points where the Abony - Nagy - Koros (47°20'N - 19°48'E) and the Budapest - Cegled - Szolnok (47°11'N - 20°01'E) highways cross the railroad on the same level.

Point #17. The Budapest - Cegled - Szolnok highway; concrete, six meters wide and in good condition.

Point #18. The Abony - Nagykoros highway; concrete, six meters wide and in good condition.

Point #19. City of Cegled, (47°10'N - 19°48'E); population about 25 thousand.

Point #20. Barracks area, occupied by a Soviet armored unit, this unit was stationed there during 1949-1951. On 18 Feb 51 the unit was still stationed there. I believe that this unit was equipped with T-34 type tanks. During Dec 1950, I observed approximately five of these tanks in the courtyard.

Point #20A. Entrance to the barracks area.

Point #20B. Area used by the Soviet armored unit for training. On 18 Feb 51 I saw two tanks maneuvering here at a speed of about 50 kilometers per hour.

Point #21. Radio installations. There were three antennas.

/The points hereunder refer to memory sketch, Enclosure (B)/

Point #1. Taxi strip, about six meters wide, constructed of concrete blocks

Point #2. The Szolnok - Rakoczifalve highway.

Point #3. Open gasoline storage area. There were quite a few of 200 liter barrels stored in three large groups, containing 95, 85 and 72 octane gasoline.

Point #4. Underground fuel storage area with four outlets above ground.

Point #5. Small wooden office building for the fuel storage area, about three meters square and four meters high, with a wooden tarpaper roof.

Point #6. Parking area for 12 IL-10 aircraft.

Point #7. Double iron gate; six meters wide and two meters high.

25X

Point #8. Gravel covered road, five meters wide connecting the airfield with the Szolnok - Rakoszifalva highway. It was about 400 meters long from the junction point to the gate, and not three kilometers long as it would appear in Enclosure (A).

Point #9. Areas densely covered by deciduous trees. The trees averaged about 25 meters in height.

Point #10. Building known as Hangar No 2. It was constructed of concrete, about 30 meters long, 20 meters wide and 15 meters high. The roof was semicircular, about five meters high in the center. It rested on reinforced concrete, transversal beams. The roof was corrugated metal, of dark green. The arches formed by the roof on both sides were glass covered. These were the only glass-covered sections of the building. The northeast side of the hangar was entirely covered by a corrugated metal door in two sections and running on tracks. The door was camouflaged. The rest of the building was dark yellow. The floor of the hangar was concrete. IL-10 and five Zlin aircraft was stored in this hangar.

Point #10A. Repair shop section. It was a separate building adjacent to the hangar. It was dark yellow, brick, about 20 meters long, six meters wide and 15 meters high. It had a flat roof of grey slate. The engineering office shops were located there.

Point #10B. Concrete covered apron, about 50 meters long and four meters wide.

Point #11. Hangar No 1. This building was of the same construction and dimensions as hangar described in Point #10. Sixteen Yak-18's and six Arado-96's were stored in this hangar.

Point #11A. Repair shop section, of the same construction and dimensions as the building described in Point #10A.

Point #11B. Concrete apron 50 x 4 meters.

Point #12. Iron gate, four meters wide and two meters high.

Point #13. One story brick building, 15 x 6 meters and five meters high, excluding a low, gabled, red tile roof. The building was dark yellow. It served as an oil storage place.

Point #14. Garage building. It was a one story brick building of dark gray. Dimensions were about 30 meters long, 10 meters wide and six meters high, excluding the gabled, red tile roof. The oil and water truck (GMC type), the two fuel trucks, ("Raba"), one tow truck, two jeeps, two Csepel motorcycles, one Skoda and one Pobeda automobile were parked there. Two large autobuses were parked in front of the garage. The area in front of the garage was concrete. One fire truck was also parked in this garage.

Point #14A. Office section of the garage. It was of same construction as building described in Point #14. This section was about 10 meters long, five meters wide and six meters high (excluding roof).

Point #15. Concrete road, about three meters wide.

Point #16. New tower-like construction partly finished in December 1950. It was being built on top of the "L" shaped building described in Point #17. It was brick, about 15 meters high and the roof was not yet constructed. There were openings in the walls for three sets of windows.

25X

Point #17. Two story "L" shaped dark gray brick building. One wing was about 40 meters long and 15 meters wide; the other wing was 10 x 15 meters. The height of the building was eight meters excluding a gabled red tile roof. This building housed the headquarters of the airfield. The offices of the flying school C O, Lt.Col Laszlo Huba, were on the second floor.

Points #18 & 18A. Two story dark gray brick building in the shape of a "U". The length of the main section of the building was about 35 meters long. The southeast wing was 15 x 16 meters and the northeast wing 10 x 12 meters. The main section was about 12 meters wide. The height of the whole building was about 12 meters, excluding a low gabled red tile roof. It had a cellar covering the whole area. There was a weather station, and various offices on the second floor. There were storage rooms for the rifles and pistols on the first floor and in the main section of the first floor there was space for carpenter and shoemaker repair shops. In the southwest wing of the first floor there were maintenance and repair shops for aircraft engines, propellers, landing gears and aircraft frames.

Point #19. Single story dark yellow brick building, 15 meters long, eight meters wide and six meters high (excluding the low gabled, red tile roof). It housed the barber shop, canteen, the practice room for the airfield band and the only Link trainer on the airfield.

Point #20. Iron gate six meters high and two meters wide, constructed in two sections. It was used by vehicles and pedestrians.

Point #21. One story dark gray brick building, 10 meters long, six meters wide and four meters high, excluding the low gabled red tile roof. It housed the teletype (Hugues) offices and the guardhouse.

Point #22. Telephone cabin of dark yellow, constructed of metal; two meters square and four meters high.

Point #23. Two story brick building, about 40 meters long, 15 meters wide and 15 meters high, excluding the low gabled red tile roof. It was used as barracks for enlisted men serving in the airfield's guard unit. The whole building was divided into about 35 rooms. The E M mess hall was located in the basement which covered the whole area of the building.

Point #24. The story dark gray brick building, about 20 x 15 meters and 12 meters high, excluding the low gabled red tile roof. It had a cellar covering its whole area. The offices of the Security Service (Counter-Intelligence) unit of the airfield (Defensiv Osztaly) were located in there. Sr Lt (fnu) Fekete was in charge of this unit.

Point #25. Two story dark gray brick building, about 25 meters long, 15 meters wide and 12 meters high, excluding the low gabled, red tile roof. It had a cellar covering its whole area. The offices of the combined quartermaster and finance Sections (Gazdasagi - Hivatal) were located there.

Point #26. Underground reinforced concrete air-raid shelters. There were four separate shelters which were earth-covered with one entrance each.

Point #27. Uncovered, concrete water reservoir. Dimensions were approximately 15 x 15 meters and six meters deep. There was no water in this reservoir at time of observation. It was built during last war to provide for water used against fires caused by air-raids. The installation was in good condition and an adequate water supply was available at this airfield to fill this reservoir in case of necessity.

25X

Point #28. Three storied dark gray brick building, about 50 meters long, 15 meters wide and 25 meters high, excluding low gabled, red tile roof. It had a basement covering its whole area. The building has about 20 rooms on each floor. Located here were the fighter pilot students and the enlisted mechanics' quarters, the offices of the CO of the fighter training regiment and squadron station at Kecskemet airfield, and the office of the regimental political office Lt Janos Babcsanyi. There was a clothes storage room located on the third floor. The offices of the fighter training regiment administrative officer, St Erno Kiss, were also located in this building.

Point #29. Two story brick building, dark green and in the shape of an "L" about 50 meters long, 20 meters wide (southwest wing) and 15 meters wide (main section of building). The southwest wing was 20 meters wide. The whole building was 12 meters high, excluding the low gabled, red tile roof. This building had no basement. The officers' and pilot-students' mess was located on the first floor. On the second floor, there was a hall which served as a movie and meeting room.

Point #30. Barracks, the same size and construction as the building described in Point #28. The ground attack pilot students and E. M. mechanics were quartered in this building. There was no basement. The kitchen and mess-hall were located on first floor for officers and students. The offices of the CO of the ground attack training regiment and squadron stationed at Kecskemet airfield were located on the third and second floors.

Point #31. "L" shaped, single story dark gray brick building, about 25 and 10 meters long (southwest wing), eight meters wide (northeast wing), 12 meters wide (southwest wing) and six meters high, excluding the red tile, low gabled roof. A library, an aircraft tools and spare parts storage room, and a parachute shop also were located in this building.

Point #32. Barbed wire fence, partly surrounding the airfield area. It was about 2½ meters high and was supported by concrete posts, spaced at approximately four meter intervals.

Point #33. The airfield entrance which was constructed in two sections, one for vehicles and one for pedestrians, was an iron gate about eight meters wide and to meters high.

Point #34. Guard shack, constructed of dark yellow brick 3 x 3 meters in area and four meters high, excluding the low gabled, red tile roof.

Point #35. Three reconstructed dark gray brick buildings which were damaged during World War II and reconstructed during 1949. They were three story, and each about 40 x 20 meters and 25 meters high, excluding a low gabled, red tile roof. The second and third floors of students and also for navigation students.

Point #36. Three-story, dark gray brick building, about 40 meters long, 20 meters wide and 25 meters high (excluding the low gabled, red tile roof). The airfield's hospital was located in this building.

Point #37. One story, dark gray brick building, about 30 meters long, 15 meters wide, and 20 meters high (excluding the low gabled red tile roof). The airfield gymnasium was located in this building.

Point #37A. Open-air swimming pool. It was concrete, rectangular, 33 x 25 meters and from 1.20-5 meters deep.

25X

Point #39. One story dark gray brick building about 20 meters long, 15 meters wide and six meters high (excluding the low gabled, red tile roof) It served as an ammunition storage building. Cartridges (7.62 mm), hand grenades (both German and American types), were stored there. All this ammunition was of Soviet manufacture. This building was surrounded by a barbed wire fence two meters high which was supported by concrete posts spaced at about four meter intervals.

Point #40. Parachute jumping training installation, consisting of two wooden poles, six meters high and spaced four meters from each other. One rope with two pulleys was attached to the poles. The training consisted in pulling the trainee, who sits on loop formed by the rope, to the height of about six meters and letting him drop to the sand covered ground. This practice was supposed to train the parachutist in correct landing procedures. Another installation located at this point consisted of a metallic structure three meters high, on top of which was a metallic wall with a door similar to that of a transport aircraft. The trainee had to jump through the doorway onto a blanket held by about 12 persons. This practice was supposed to train the parachutist in correct jumping procedure. All students had to undergo this training.

Point #41. Five new buildings constructed during 1949 - 1950. All of them were four stories, dark yellow brick, about 50 meters long, 25 meters wide and 32 meters high (excluding the low gabled red tile roof). These buildings were merely known as "Building No 1, 2, 3, 4, 5". Each building had a basement covering the whole area. They were used for apartments for the married officers stationed at the airfield. All of these buildings were occupied in December 1950.

Point #42. One story, dark gray brick building, about 200 meters long, 15 meters wide and six meters high (excluding the low gabled red tile roof). It was a government-run general store, open to all military and civilian personnel. This building was also constructed during 1949 - 1950.

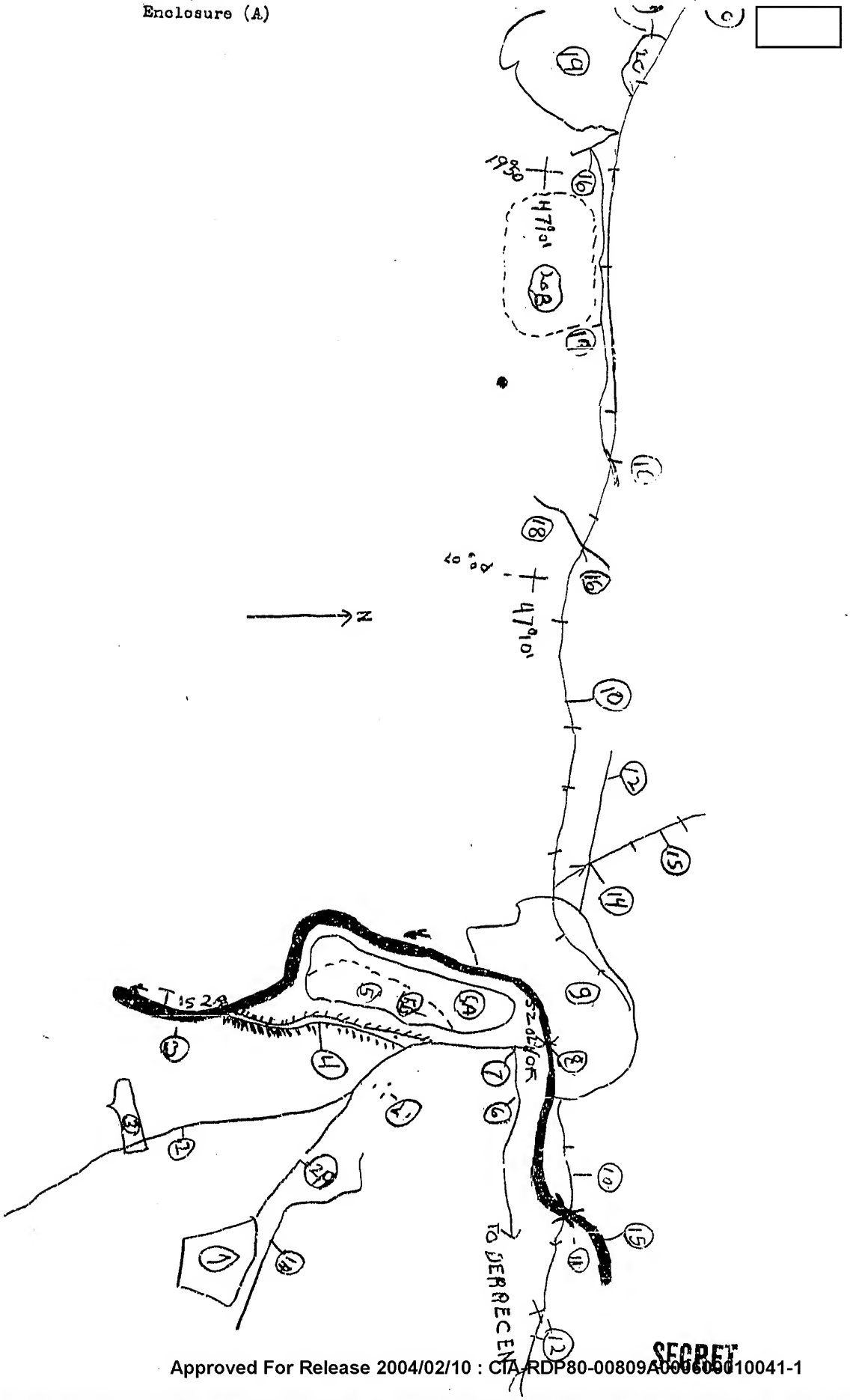
Point #43. Two story dark gray brick building, about 40 meters long, 10 meters wide and 10 meters high (excluding the low gabled, red tile roof). It had a basement covering its whole area. This building was called the "Bachelor Officers Building". The unmarried officers assigned to the airfield were quartered there. This building was constructed during 1949 - 1950.

Point #44. Body of water. It was known under the name "Hold-Tisza" (The Dead Tisza). It was formerly the bed of the Tisza river.

-end-

Enclosures (A): Sketch of Szolnok area.
(B): Szolnok airfield.
(C): Sketch of the Yak-18
(D): Sketch of the Arado-96 (Side and Front)
(E): Sketch of the Arado-96 (from above)

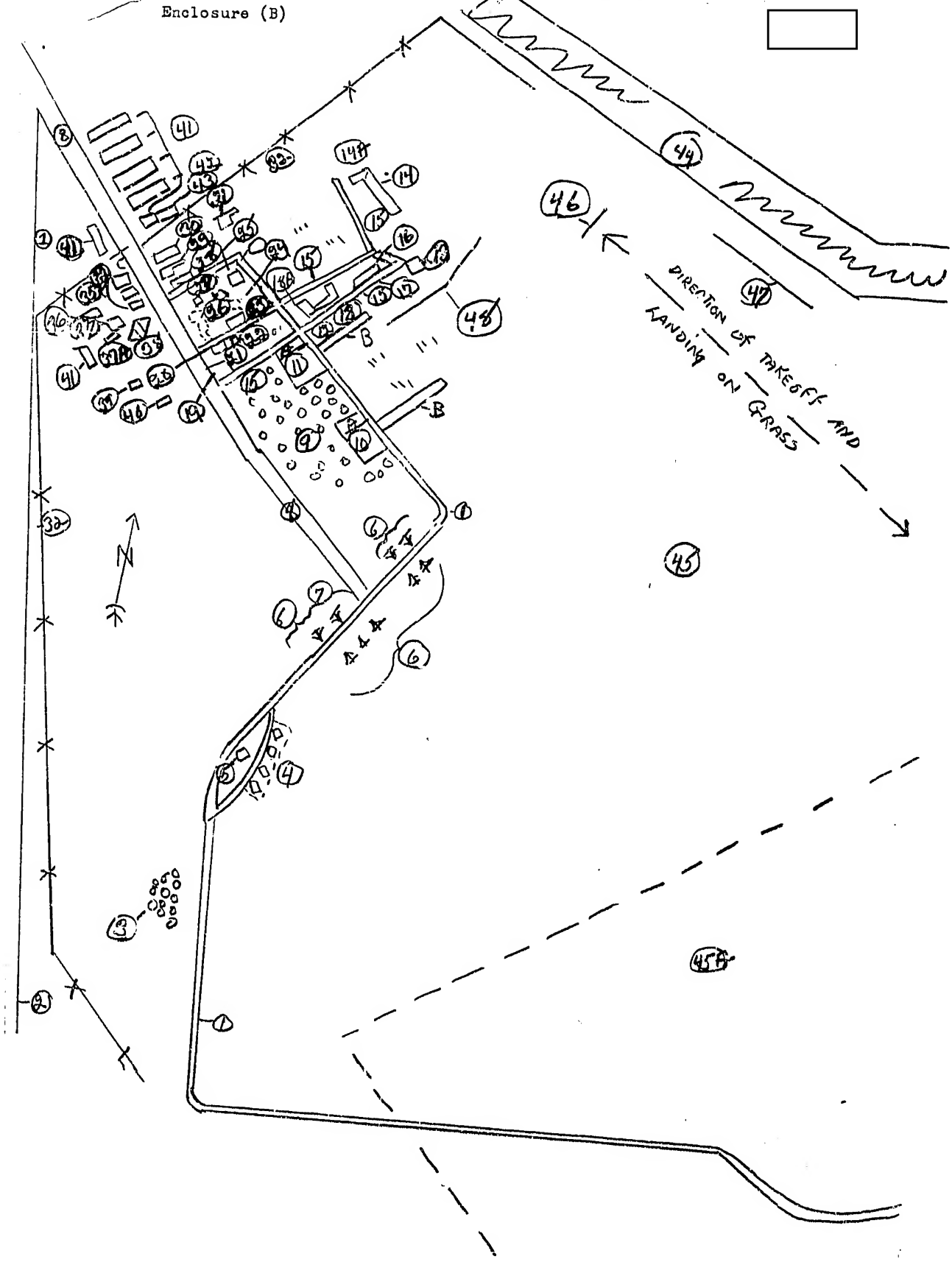
Enclosure (A)



SECRET SECRET

Enclosure (B)

25X

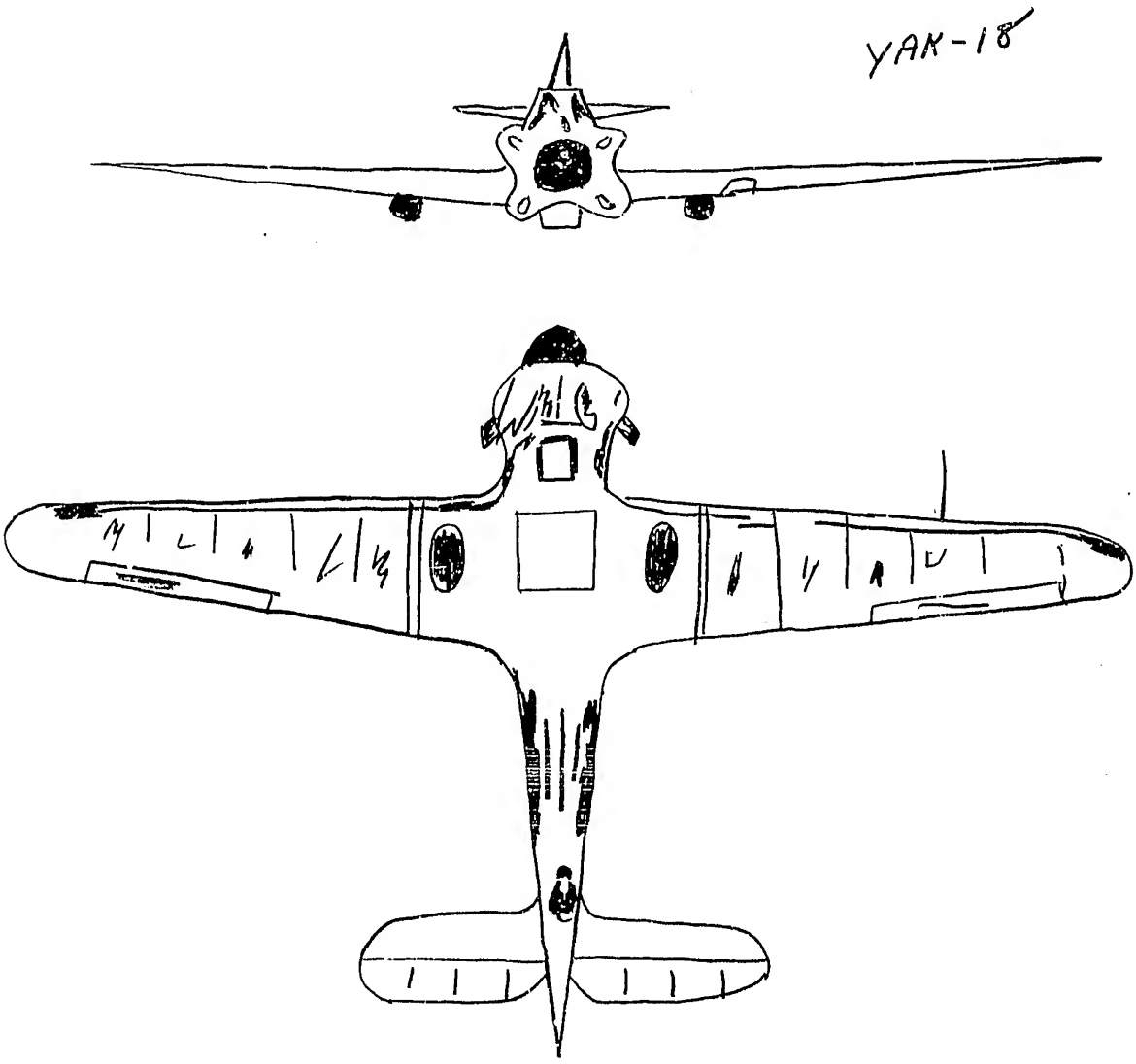


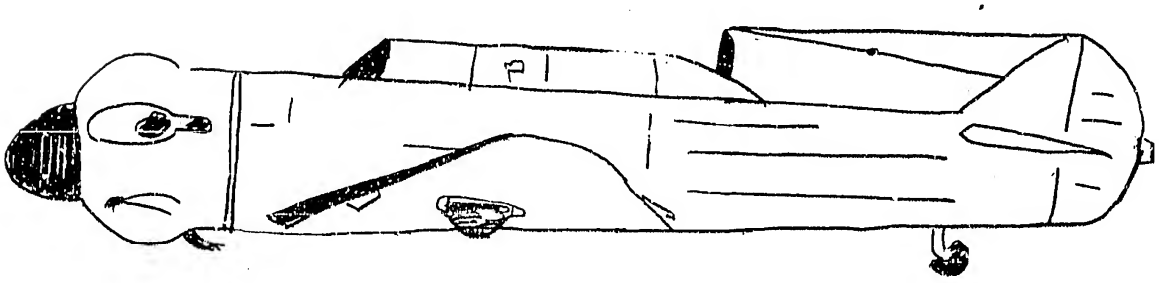
SECRET

Enclosure (d)

25X

YAK-18

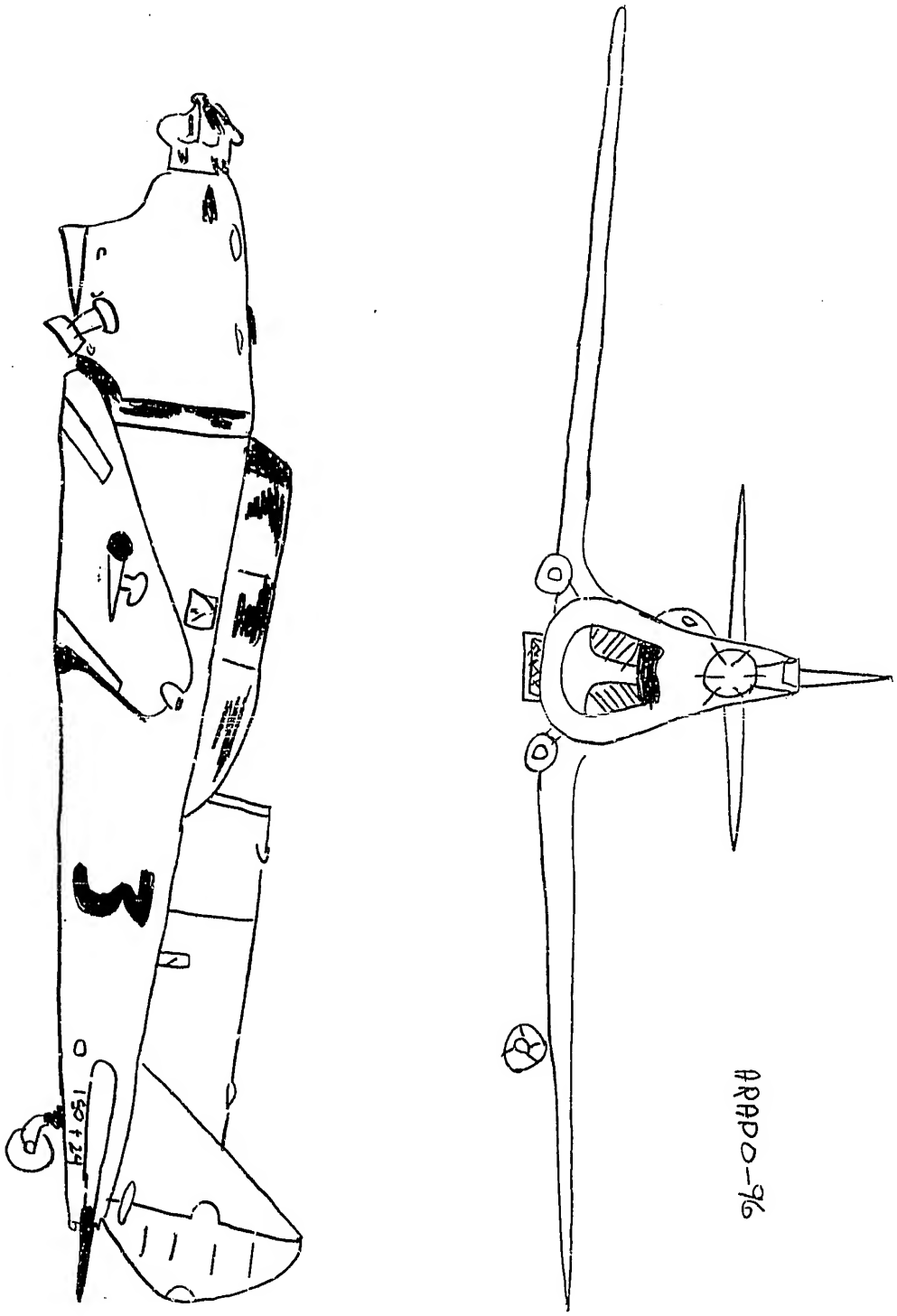




 SECRET

25X

Enclosure (D)



25X

Enclosure (E)

AIRADO-96